

SHIPPING NEWS FROM ALL PARTS OF THE WORLD

FLEET OF DIESEL DRIVEN FREIGHTERS

20 STEAMSHIPS BOUND WEST

10 STEAMSHIPS BOUND EAST

10 STEAMSHIPS BOUND SOUTH

10 STEAMSHIPS BOUND NORTH

Boats Would Ply From Here to Chicago in Open Canal Season.

Operation of a fleet of Diesel electric drive freighters between New York and Chicago during the open season for canal navigation and in coastwise or West Indies service during the winter is planned by the United States Shipping and Commerce Corporation of New York. The types of vessel heretofore operated on the canals have been forced to lay up during the closed season.

T. D. Wells, naval architect, has drawn plans for seventeen of the combination canal, lake and ocean type vessels, and has asked the estimates on the population and auxiliary equipment. The company, meanwhile, is working out with the builders a plan of payment. Shippers are said to have shown much interest in the plan, and an offer for the winter chartering of the ships for fruit and sugar trade in the West Indies is reported.

The Diesel engine, by permitting the builders practically to eliminate superstructure, made the new types possible. They will carry collapsible masts for handling cargo and will be 27 feet long by 42 feet broad and 18 deep. There will be two refrigerating holds and machinery for this, as well as other auxiliary parts, will be driven from the main power plant, a 1,000 horsepower Diesel engine. The vessels will cost about \$200,000 each and it is planned to have some of the seventeen in service this year.

Mr. Wells regards the new type as supplying an answer to the farmer's demand for canalization of the St. Lawrence to admit ocean going steamships. Diesel ships will be small enough to navigate the present canals and seaworthy enough to be given the highest classification by the American Bureau of Shipping.

Another big ship construction job which, however, is still in the embryonic stage, is the building of ten or more steel tankers of a specialized light draft type, which is understood to be contemplated by the New England Oil Refining Company of Boston. The ships would be about 320 feet in length and would ply to Matanzas Lake and other Venezuelan ports, for which a draft of eleven feet or less would be necessary.

It is estimated by Marine Engineering and Shipping Age that the first three months of 1922 have brought out a total of \$3,927,000 in contemplated ship building and repair work and \$14,300,000 in actual contracts placed.

SHIPPING BOARD CUTS FOREIGN SERVICE COSTS

Employees Reduced From 600 to 150 at \$460,000.

Heavy reductions in the Shipping Board's foreign organization were reported yesterday by Joseph E. Sheedy, European manager for the board, on his arrival aboard the America of the United States Lines. Last year, he said, the entire European staff cost about \$1,000,000 a year, and now the expense is \$460,000, or \$40,000 less than the former cost of the London office alone.

There were 600 employees, 26 per cent. of whom were Americans, and now there are 150, of whom 28 per cent. are citizens. American ships and cargoes, Mr. Sheedy said, are getting much better insurance rates. In Europe, he added, there is a general feeling that if the American ship subsidy bill is passed British shipping will suffer.

HULBERT FOR RESURVEY OF ST. LAWRENCE PLAN

Writes to House Chairman on Canal Project.

Murray Hulbert, President of the Board of Aldermen, has written to Representative Charles H. Hays, chairman of the Committee on Rivers and Harbors of the House, suggesting that in view of the resumption of interest in the St. Lawrence canal project, in Washington, a "provision" be incorporated in the annual rivers and harbors bills for a reconsideration, and if necessary a resurvey, of the proposed project connecting the Great Lakes with the Hudson River for the accommodation of lake steamships.

MARINE NEWS NOTES.

The annual meeting of the Old Dominion Steamship Company will be held at Pier 25, North River, Tuesday noon. Stockholders will elect directors and transact such other business as may be brought up for consideration. The company is known to be considering a resumption of its coastwise passenger service, and it is believed a decision will be made.

A denial was issued from the offices of the United American Lines of a San Francisco report that the steamships American, Nebraska and American will be withdrawn from the intercoastal service and sold.

The executive committee of the American Steamship Owners' Association will meet Monday to complete the recommendations for changes in the ship subsidy bill. It is likely that elimination of the provision that one-third of the space on a ship carrying the owners' cargo must be thrown open to general commercial business will be asked and increased compensation for tonnage will be recommended. The owners' findings are subject to review by the merchant marine joint committee, composed of all shippers and operators, which will probably meet about the middle of the week.

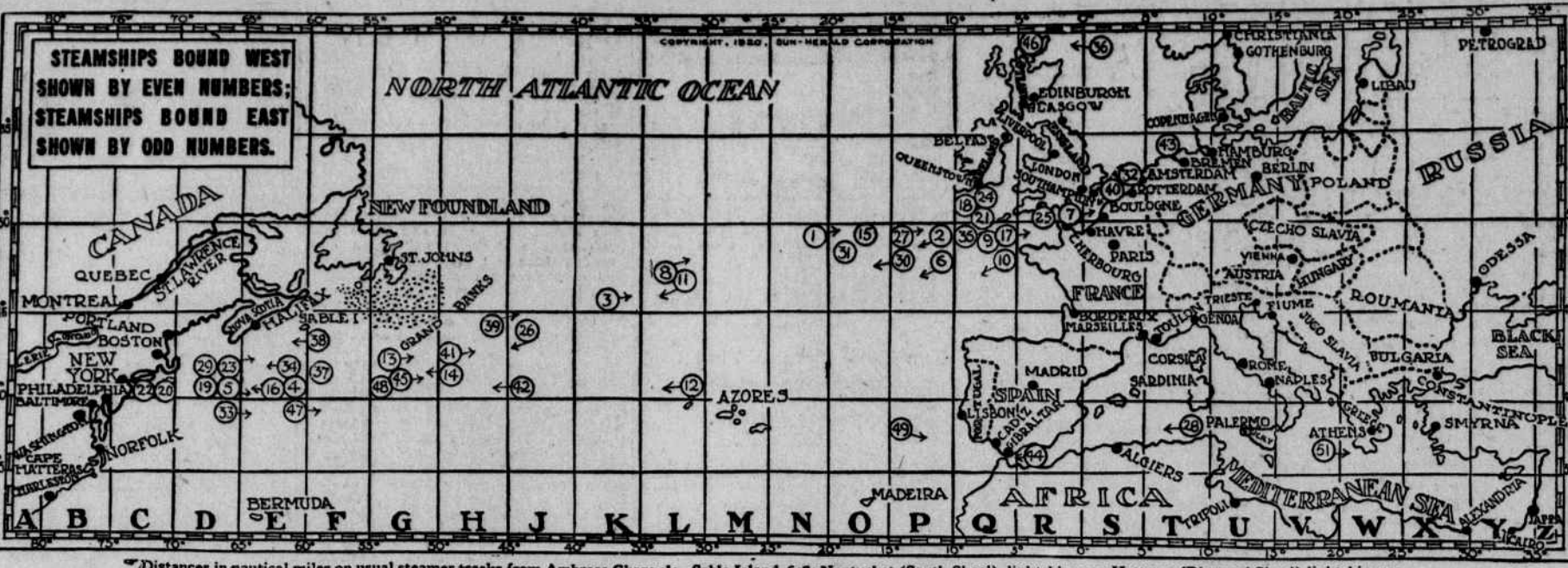
The next big Shipping Board reconstruction contract will be for the conversion of the Blue Hen State to a cabin class vessel for the United States line, in whose London service she is scheduled to sail June 14. Plans and specifications will go out early this week covering the installation of accommodations for 176 first and about 400 third class passengers. The work will be slightly greater than that called for on the Granite State, in which the low bid was \$187,000.

A new freight service from New York to Portland and Seattle is announced by the Ocean Carriers' Company of 25 Beaver street, to be started with the sailing of the Ringhorn on April 25 and maintained at regular intervals with a fleet of chartered vessels.

This last week was one of the duldest the charter market ever experienced. Only four fixtures were chalked up, and inquiry for tonnage was virtually non-existent.

AUSTIN, NICHOLS PROFITS OFF.

The report of Austin, Nichols & Co. for 1921 shows net profits of \$24,600 after charges and taxes, or 48 cents a share earned on its outstanding preferred stock. In 1920 their profits were \$16,140. Their preferred stock dividends were \$16,147 in 1921, leaving a deficit for that year of \$242,809 and reducing their surplus to \$288,642.



"Distances in nautical miles on usual steamer tracks from Ambrose Channel—Sable Island, 648; Nantucket (South Shoal) lightship, 193; Hatteras (Diamond Shoal) lightship, 330.

Key to Chart of Steamships Crossing the Atlantic

POSITIONS SHOWN AS AT NOON TO-DAY.

LETTERS DENOTE LONGITUDINAL SECTIONS IN WHICH STEAMSHIPS ARE LOCATED.

BOUND EAST.			BOUND WEST.		
No.	Name.	Line.	No.	Name.	Line.
1	Hudson	United States	2	Princess Matoika	United States
3	Panhandle State	United States	4	Mount Clay	United States
5	Granite State	United States	6	Mount Carroll	United States
7	La Lorraine	French	8	Roussillon	French
9	Paris	French	10	La Touraine	French
11	Chicago	French	12	Carmania	Cunard
13	Albion	Cunard	14	Algeria	Cunard
15	Mauretania	Cunard	16	Pannonia	Cunard
17	Caronia	Cunard	18	Scythia	Cunard
19	Celtic	White Star	20	Minnehaha	American
21	Adriatic	White Star	22	Baltic	White Star
23	Samlam	Red Star	24	Cedric	White Star
25	Kronland	Red Star	26	Homerie	White Star
27	Lapland	Red Star	28	Arabic	White Star
29	Noordam	Holland-America	29	Finland	Red Star
30	Rotterdam	Holland-America	31	Oropesa	Royal Mail Steam Packet
32	Orbita	Royal Mail Steam Packet	33	Stockholm	Swedish American
34	Stavangerfjord	Norwegian-American	35	Bergensfjord	Norwegian-American
36	Polonia	Baltic American	36	Estonia	Baltic American
37	Cameronia	Anchor	37	Yorck	North German Lloyd
38	Yorck	North German Lloyd	38	Wuerttemberg	Hamburg-American
39	Colombo	Navaligazione Generale Italiana	39	Constantinople	National Greek

CLOSING OF MAILS

Foreign mails will close promptly as indicated below at the General Post Office and City Hall Station. Ordinary print, samples, parcels and registered articles (except letters) must be delivered to the General Post Office (corner of Morton and West streets) or to the City Hall Station (corner of Morton and West streets) before the closing time. Supplementary mail, (double the ordinary rate) may be sent by express to the General Post Office and City Hall Station, where double postage is required. SUPPLEMENTARY MAIL, (double the ordinary rate) may be sent by express to the General Post Office and City Hall Station, where double postage is required. SUPPLEMENTARY MAIL, (double the ordinary rate) may be sent by express to the General Post Office and City Hall Station, where double postage is required.

TRANSATLANTIC MAILS.

MONDAY, APRIL 10. Letonia, Estonia and Finland (specially addressed only) via Riga, Reval and Helsinki. Also parcels post for Finland, at REDONDO, 12:30 P.M.

TUESDAY, APRIL 11. Europe, Africa and West Asia via Cherbourg, Southampton and London. Also parcels post for Great Britain, Ireland, France and the Continent, at REDONDO, 12:30 P.M.

WEDNESDAY, APRIL 12. Letonia, Estonia and Finland (specially addressed only) via Riga, Reval and Helsinki. Also parcels post for Finland, at REDONDO, 12:30 P.M.

THURSDAY, APRIL 13. Europe, Africa and West Asia via Cherbourg, Southampton and London. Also parcels post for Great Britain, Ireland, France and the Continent, at REDONDO, 12:30 P.M.

FRIDAY, APRIL 14. Letonia, Estonia and Finland (specially addressed only) via Riga, Reval and Helsinki. Also parcels post for Finland, at REDONDO, 12:30 P.M.

SATURDAY, APRIL 15. Europe, Africa and West Asia via Cherbourg, Southampton and London. Also parcels post for Great Britain, Ireland, France and the Continent, at REDONDO, 12:30 P.M.

SUNDAY, APRIL 16. Letonia, Estonia and Finland (specially addressed only) via Riga, Reval and Helsinki. Also parcels post for Finland, at REDONDO, 12:30 P.M.

MONDAY, APRIL 17. Europe, Africa and West Asia via Cherbourg, Southampton and London. Also parcels post for Great Britain, Ireland, France and the Continent, at REDONDO, 12:30 P.M.

TUESDAY, APRIL 18. Letonia, Estonia and Finland (specially addressed only) via Riga, Reval and Helsinki. Also parcels post for Finland, at REDONDO, 12:30 P.M.

WEDNESDAY, APRIL 19. Europe, Africa and West Asia via Cherbourg, Southampton and London. Also parcels post for Great Britain, Ireland, France and the Continent, at REDONDO, 12:30 P.M.

THURSDAY, APRIL 20. Letonia, Estonia and Finland (specially addressed only) via Riga, Reval and Helsinki. Also parcels post for Finland, at REDONDO, 12:30 P.M.

FRIDAY, APRIL 21. Europe, Africa and West Asia via Cherbourg, Southampton and London. Also parcels post for Great Britain, Ireland, France and the Continent, at REDONDO, 12:30 P.M.

SATURDAY, APRIL 22. Letonia, Estonia and Finland (specially addressed only) via Riga, Reval and Helsinki. Also parcels post for Finland, at REDONDO, 12:30 P.M.

SUNDAY, APRIL 23. Europe, Africa and West Asia via Cherbourg, Southampton and London. Also parcels post for Great Britain, Ireland, France and the Continent, at REDONDO, 12:30 P.M.

MONDAY, APRIL 24. Letonia, Estonia and Finland (specially addressed only) via Riga, Reval and Helsinki. Also parcels post for Finland, at REDONDO, 12:30 P.M.

TUESDAY, APRIL 25. Europe, Africa and West Asia via Cherbourg, Southampton and London. Also parcels post for Great Britain, Ireland, France and the Continent, at REDONDO, 12:30 P.M.

WEDNESDAY, APRIL 26. Letonia, Estonia and Finland (specially addressed only) via Riga, Reval and Helsinki. Also parcels post for Finland, at REDONDO, 12:30 P.M.

THURSDAY, APRIL 27. Europe, Africa and West Asia via Cherbourg, Southampton and London. Also parcels post for Great Britain, Ireland, France and the Continent, at REDONDO, 12:30 P.M.

FRIDAY, APRIL 28. Letonia, Estonia and Finland (specially addressed only) via Riga, Reval and Helsinki. Also parcels post for Finland, at REDONDO, 12:30 P.M.

SATURDAY, APRIL 29. Europe, Africa and West Asia via Cherbourg, Southampton and London. Also parcels post for Great Britain, Ireland, France and the Continent, at REDONDO, 12:30 P.M.

SUNDAY, APRIL 30. Letonia, Estonia and Finland (specially addressed only) via Riga, Reval and Helsinki. Also parcels post for Finland, at REDONDO, 12:30 P.M.

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